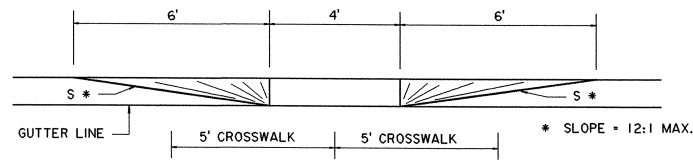
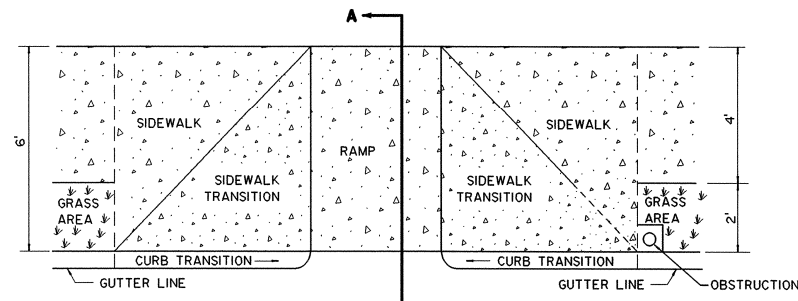


PLAN VIEW

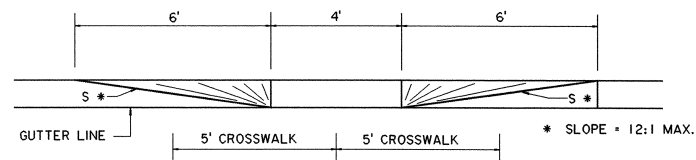


PROFILE VIEW

TYPE A RAMP



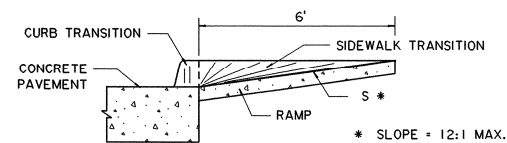
PLAN VIEW



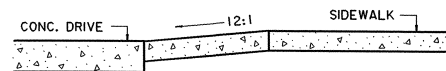
PROFILE VIEW

TYPE B RAMP

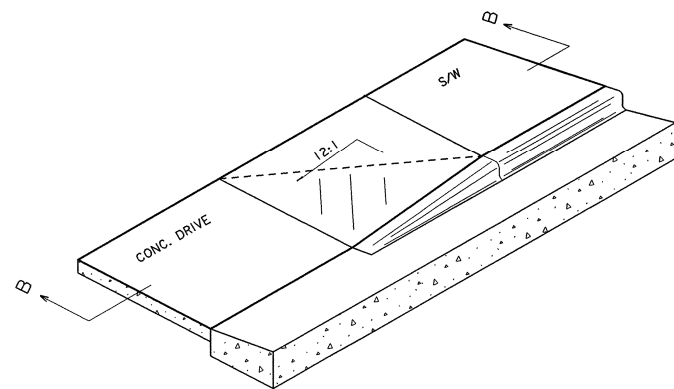
NOTE: THIS METHOD MAY BE USED WHEN RAMP IS LOCATED ADJACENT TO OBSTRUCTIONS SUCH AS LIGHT POLES, ELECTRIC POLES, FIRE HYDRANTS, ETC.



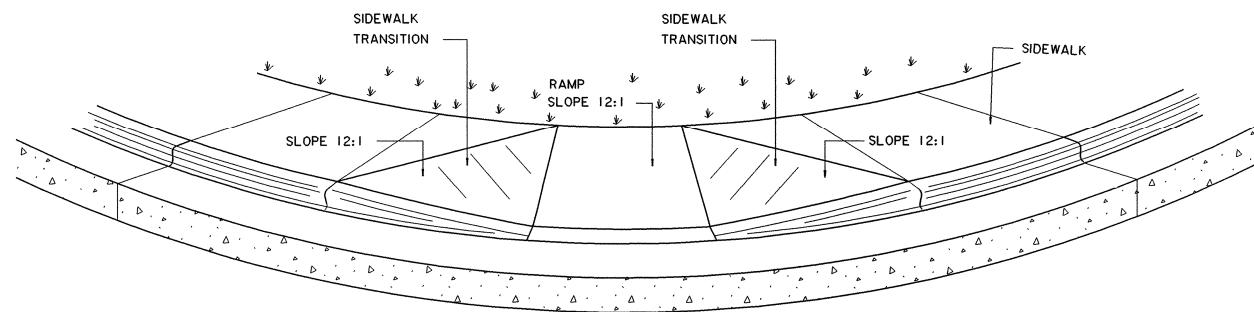
SECTION A-A



SECTION B-B



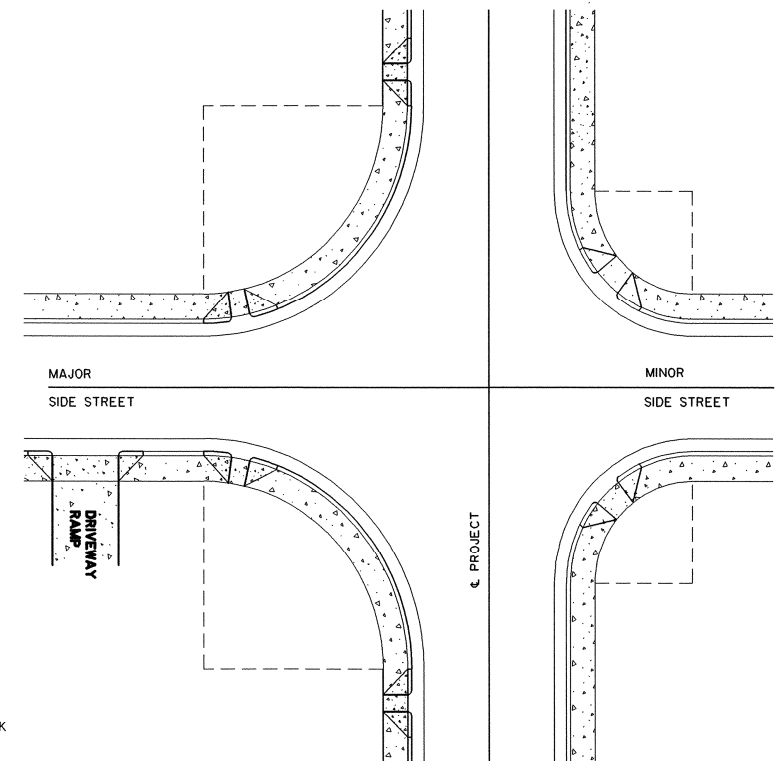
DRIVEWAY RAMP DETAIL



CORNER RAMP

NOTES:

- HANDICAP RAMPS WILL BE USED ON ALL URBAN PROJECTS WHERE SIDEWALKS ARE CONSTRUCTED.
- ON STREET PARKING WILL NOT BE ALLOWED WITHIN 20' OF ANY CROSSWALK.
- STRIPED PEDESTRIAN CROSSINGS AND STOP LINES, WHEN REQUIRED, WILL BE LOCATED IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- RAMPS SHOULD BE PLACED AS CLOSE TO RADI AS POSSIBLE. LOCATION CAN BE INFLUENCED BY WIDTH OF STREETS AND REQUIREMENTS FOR STRIPED CROSSWALKS AND STOP BARS.
- THE MAXIMUM SLOPE OF RAMPS, TRANSITIONS, AND SIDEWALKS SHALL BE 12:1.
- DRAINAGE STRUCTURES IN CLOSE PROXIMITY TO THESE RAMPS SHOULD BE LOCATED ON THE UPSTREAM SIDE OF THE RAMP.
- RAMPS AND TRANSITIONS WILL BE PAID FOR UNDER THE CONCRETE WALK ITEM. PAY FOR CURB TRANSITION WILL BE INCLUDED IN THE WALK.



TYPICAL TREATMENT AT TURNOUT

SHEET NUMBER	
PARISH	
FEDERAL PROJECT	
STATE PROJECT	
DESIGNED	
CHECKED	
DETAILED	
CHECKED	
DATE	
BY	
REVISION DESCRIPTION	
DATE	
APPROVED BY	
CHIEF ENGINEER	
Original signed by Chief Engineer	
DATE: 6/24/01	
STANDARD PLAN	
HR-01	
ROAD DESIGN	